

# THE EVENING ADVOCATE.

Official Organ of The Fishermen's Protective Union of Newfoundland.

TORONTO:—Fair and cold today.  
Sunday: Fresh to strong S.E. to N.E.  
winds with snow.

Vol. VIII., No. 6.

THE EVENING ADVOCATE, ST. JOHN'S, NEWFOUNDLAND.

SATURDAY, JANUARY 8, 1920.

PRICE: ONE CENT.

## Earthquake in Albania Kill 600 and Render 30 Thousand Homeless

### A Fatal Fire

ENGLAND, Ark. Jan. 7.—Six persons perished, two others probably will die, and three more were seriously burned in fire early to-day which destroyed the Royal Hotel here.

## 261 KILLED IN IRELAND IN 1921

446 Are Wounded In Same Year.

LONDON, Jan. 7.—Two hundred and sixty-one persons were killed and four hundred and forty six wounded in Ireland last year as a result of what are described in an official report as outrages. These figures do not include eighty-two civilians who died as a result of riots in Ulster from June to September.

### The Naval Question

WASHINGTON, Jan. 7.—What officials here claim to be complete information as to relative naval strength of principal world powers is now in the possession of the United States Government. Whether it will be presented to the Senate Foreign Relations Committee in connection with that committee's consideration of proposals looking to world disarmament has not been disclosed. Information has been compiled in form of tables which show that Great Britain's sea power is double that of the United

## Fifteen Villages are Destroyed

PARIS, Jan. 7.—A despatch in the Albanian authorities indicates that the recent earthquake disaster in Elbasan district was far more serious than was shown by earlier reports. Shocks were especially heavy in the area between Tepelini and Elbasan. The latter city was almost completely razed. Near Tepelini, which is about fifty miles south of Elbasan, the mountains crumbled away. Six hundred persons are said to have been killed, fifteen villages destroyed and thirty thousand persons have been made homeless. Thanks have been expressed by the Albanian government for aid given to earthquake sufferers. It is suggested that, clothing and medicines be sent rather than money.

### Milner Resigns

LONDON, Jan. 7.—Lord Milner today resigned his portfolio as Secretary for the Colonies. His successor has not been announced.

### Prohibit Gold Export

RIO DE JANEIRO, Jan. 7.—President Pessoa has signed a decree prohibiting exportation for an indefinite period of Gold, Silver, Copper and other Metals.

States, and that although British preponderance in capital ships will practically have been overcome by the United States with the completion in 1920 of the United States building program, the United States navy will still be greatly inferior in types of vessels which naval officers regard as extremely important, notably destroyers, cruisers, and light cruisers, cruising submarines and airplane ships.

## WILL DEVALERA MEET PREMIER?

Reports That He Is Invited To Come To London.

LONDON, Jan. 7.—Eamon de Valera is reported to have been invited to come to London to confer with Premier Lloyd George, says the Westminster Gazette. Persistent reports are in circulation that a meeting of the Irish Republican Parliament is imminent.

### Two Curates Arrested

BELFAST, Jan. 7.—Two Catholic Curates, Revs. J. Green and F. Parn, of Killaloe, County Clare, were arrested yesterday. Six members of the Catholic clergy are now in custody in Ireland.

## HOUSE WHICH PRESIDENT WILSON CONSIDERS PURCHASING.



Negotiations are under way to buy this residence on Wyoming avenue N.W. in Washington, from Congressman Alvin T. Fuller, of Massachusetts, by the President. Mr. Wilson several times said that he would like to be near diplomatic circles when his term as President expires.

## GOVERNMENT RAILWAY COMMISSION

The Arryle arrived at Placentia at 6.25 p.m. yesterday.  
The Clyde no report leaving Port Union.  
The Senef left Change Islands at 2.20 p.m. yesterday outward.  
The Glencoe arrived at Placentia at 6.50 p.m. yesterday.  
The Home no report leaving Lewisporte.  
The Kyle sailed from Port aux Basques at 2 a.m. to-day.  
The Petrel to have left Clarendville at daylight.  
The Sagona arrived at Port aux Basques at 6.50 p.m. yesterday and is still there.

Advertise In The "Advocate"

## ALLIED PREMIERS AND GERMANY

Will Discuss Failure To Disband Defences.

LONDON, Jan. 7.—A conference of Allied Premiers will be held in Paris January 19th. The primary object of the discussion will be the situation caused by Germany's failure to disband her self-defence organizations, Lloyd George and Earl Curzon of Kedleston, Secretary for foreign affairs will represent Great Britain at the conference.

ADVERTISE IN  
THE ADVOCATE

### Stopping Outrages

DUBLIN, Jan. 8.—Dublin Castle today announced its intention to destroy houses in the vicinity of outrages which are definitely known to be occupied by militant Sinn Feiners. This action is to be taken as deterrent to further outrages and as an example to other districts. It was also announced by the Castle that owing to persistent interference with mail gangs in Tipperary Sligo and Donegal the mail service in these districts will be ended, effective Monday.

### The Russian Trade

LONDON, Jan. 7.—Leonid Krassin, Russian Bolshevik Representative there, is leaving London to-morrow for Russia with the trade contract approved by Sir Robert Horne, President of the Board of Trade. So far purely commercial stipulations of the contract are concerned it is believed they will be acceptable to Moscow; but political conditions which are inseparable part of the agreement, it is feared here, will meet with rejection by the Soviets. If the contract is agreed to it will mark conclusion of negotiations for the present.

## CALIFORNIA IS AGAINST JAPS

Would Not Grant Them  
Citizenship.

SACRAMENTO, California, Jan. 7.—The California Senate adopted today by twenty-nine to nothing, a resolution requesting the national government to agree to no treaty with Japan that would nullify the State's anti-alien land law or that would grant the right of citizenship to Japanese.

## GETTING BACK TO CIVILIZATION

Across The Wastes of Northern Canada.

MONTREAL, Jan. 7.—United States balloonists who landed near James Bay after their record breaking flight and who are now making their way back to civilization by dog team over the frozen wastes of Northern Canada cannot possibly reach their starting point at Rockaway Beach, Long Island, before Thursday, January 14th according to S. A. Bradley who has just returned here from Hudson's Bay. Bradley left Moose Factory where he is employed as a clerk for the Hudson Bay Company the day after the arrival of the aeronauts.

## Mothers' Allowances To Be Based on Living Cost

TORONTO, Ont., Jan. 7.—The Mothers' allowances in Ontario are to be based on a comfortable standard of living and the present flat rate monthly payment will disappear, judging by plans set on foot to-day. The cost of living is to be the basis for judgment as to how much widowed mothers with children shall be allowed. The law provides that an adequate allowance is to be made.

### Outrages In Ireland

NEW YORK, Jan. 7.—The British Library of Information, an official British organization with headquarters in this city, to-day issued a statement giving statistics on outrages committed in Ireland for the two weeks ending January first. The statement placed the number of police officers killed in Ireland at six and the number wounded at twelve. During the same period four British soldiers were wounded.

### Double The Taxes

LONDON, Jan. 7.—Under threats from unemployed to the chief of police that they would use "direct action" the "guardians" whose duty it to administer to the needy, doubled the taxes applicable to feed the poor.

### Spanish Miners Entombed

MADRID, Jan. 7.—Twenty-three coal miners are imprisoned in the lower galleries of a pit in Locarolina coal fields, which are affre says a message from the Governor of Jean Province. He fears all the men will be lost as the pit does not possess adequate apparatus to put out the fires.

LONDON, Jan. 7.—The establishment of a regular air service between England and Egypt is being planned here. It is said the service probably will be inaugurated before the present year is over and may include Palestine.

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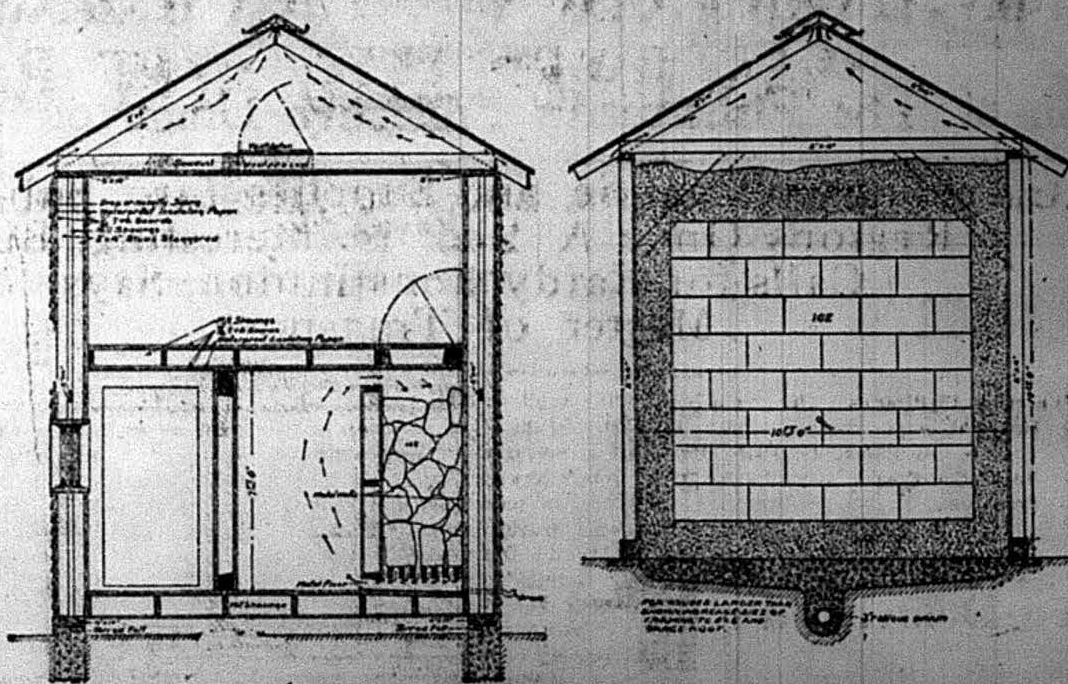
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Isaac Duke, Fox Hr.—1 Bbl. Flour.  
Adam Paul, Deer Island—1 Bbl. Flour.  
Frederick Elford, Dildo—1 Bbl. Flour.  
Ambrose Collins, Placentia—1 Bbl. Flour.  
William O'Brien, Cape Broyle—1 Bbl. Flour.  
Andrew Payne, St. John's—1 Bbl. Flour.  
Andrew O'Connell, New Hr.—1 Box Tea.  
Joseph Reid, Heart's Delight—1 Box Tea.  
Isaac Norris, Newtown—1 Box Tea.  
Henry O'Connell, Bragg's Island—1 Box Tea.  
William Gosse, Torbay—1 Box Tea.  
Kenneth Reid, Bay Roberts—1 Box Tea.

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## Poultry Farm And Garden Helps.



Types of icehouses for the farm. Diagram on left shows a simple frame building without insulated walls, intended solely for the storage of ice. The right-hand diagram illustrates an icehouse (overhead), equipped with refrigerator room (below) for cooling milk and other perishable products. The ice is stored above and thrown in to the bunker on the first floor as required. This building is insulated.

## ICE STORAGE ON THE FARM

Drainage, Insulation, Close Packing, Ventilation—Are Chief Factors.

AVOID AIR CURRENTS.

Types of Buildings and Insulating Materials—Supply Needed in Dairy.

(By THE COUNTRYMAN.)

An ice supply on the farm is of vital importance in connection with dairy operations, and even when used only for household purposes it is a big convenience, frequently an economy. In most instances the cost of harvesting a year's supply is not great, averaging about two dollars per ton, of which hauling is usually the chief item of expense.

Suitable storage facilities are needed, of course. Practically any sort of a building can be utilized for this purpose, provided the following factors are borne in mind: There must be good drainage, to allow the melted ice to run off; sufficient insulation is needed to protect the ice against warm temperatures; the ice must be closely packed together, and ventilation is needed above the pile.

The location of the ice house should be such as to shield it as much as possible from high winds and the direct rays of the sun, at the same time a convenient spot should be chosen, especially on the dairy farm. If the site is not naturally well drained, as in the case of a clay soil, an excavation should be made for a depth of about eighteen inches, then filled in with cinders, gravel or broken stone. The use of drain tile or agricultural tile will insure a drained foundation, but these outlets should be trapped to prevent warm air from penetrating the floor and causing undue melting of the ice.

Keep Openings Above Pile.

No entrance or exit of air should be permitted in the building below the ice pile, because this will cause a circulation of air through the ice, which is the thing to be avoided. Openings in the building above the level of the ice pile have but little effect, provided the pile is adequately covered with some insulating material, such as sawdust, because any warm air that enters from above will remain at the top of the room.

It is a good plan, in fact, to have the space above the ice pile ventilated, to break up the radiation of heat through the roof, and to carry off the moist atmosphere.

Ice should never be stacked on the ground. Cover the floor or foundation with about twelve inches of sawdust or other insulating material, and provide for a similar thickness between the ice pile and the walls. In stacking the ice care should be taken to fit the cakes closely together, and to fill in all spaces with chips, or snow, or sawdust, making the pile as compact as possible, to prevent currents of air from forming.

If ice is properly stored the loss by melting should not exceed 25 per cent, and the greater part of this wastage will be in the few summer months. The actual space occupied by a ton of ice is thirty-five cubic feet, though in figuring on capacities it is customary to reckon on forty cubic feet to the ton, so as to provide for the sawdust packing. A cubic foot of ice weighs about fifty-seven pounds.

Ice Required in Dairying.

Under average conditions it has been found that one pound of ice is required to cool and keep one pound of cream in good condition until delivered to the creamery, when deliveries

are made three times a week. The dairyman should provide annually from one to two tons of ice per cow, when both milk and cream are to be cooled; this allowance takes care of wastage and the ice used for household purposes.

In many instances ice is stored in cellars, under driveways leading to barns, or in the corners of buildings or sheds, and not infrequently it is stacked outdoors covered with sawdust. These methods are all right, except that there is considerable loss due to melting, probably 50 per cent. Where ice is easily obtainable it is sometimes cheaper to harvest a large supply, with the idea of wastage, than to go to the expense of erecting an ice house.

The function of an ice house is to prevent outside heat from coming in contact with the ice; therefore, the problem in any form of storage is to interpose in the walls, or by means of packing material, a construction or substance that will resist the transfer of heat.

There is no construction or material that will entirely prevent this transfer, but there are substances, such as cork, felt, shavings and asbestos, which offer high resistance, and are termed non-conductors or insulators. When these are used in double walls, with a dead-air space between, the greatest amount of insulation is produced.

Concrete is an excellent material to use as a floor and walls, because it is durable, but it is a conductor of heat, consequently there must be some insulation between the concrete and the ice pile. Hollow tile is another durable material, with less conductivity than solid concrete, but it should be insulated, too. Either of these materials, lined with cork slabs, makes an ideal method of construction.

## HOW TO DIAGNOSE AILING POULTRY

Outward Symptoms Seldom Reflect Exact Nature of Diseased Organs.

EXAMINE INTERNALLY.

Learn to Perform an Autopsy. How to Observe the Liver, Heart and Lungs.

(By H. ARMSTRONG ROBERTS.)

In a preceding article it was pointed out that the practical poultry raiser should have some knowledge of the digestive processes of the hen, so that feeding and management can be carried on intelligently. The digestive organs and their functions were described up to the stage where the food enters the gizzard.

Any one who has drawn a chicken is familiar with this remarkable organ. The gizzard is an oval-shaped body, somewhat flattened on two sides, very hard and very muscular. It is located behind the liver, and has two openings, one communicating with the glandular stomach or proventriculus, from which it receives the food, and the other with the duodenum or intestine, to which it delivers the food ground into a homogeneous, partially digested pulp.

The gizzard tissue in a healthy fowl is dark red in color, firm in texture, and when opened, with a knife it will be seen to have a thick lining which has a rough or horny surface. This lining or sac contains a wide assortment of small stones, sand and bits of gritty substances, which serve as the teeth of the bird.

Gizzard Muscle Grinds the Food. As the food enters the gizzard it is mixed with this gritty material; a

strong rotary muscular action then crushes the food until the grains and other substances are reduced to pulp. The horny lining assists in this process, which corresponds to mastication.

A gastric juice is also secreted by the gizzard, together with an acid, which partially digests the protein elements and dissolves the mineral portions of the food. Meat has been shown to be completely dissolved in the gizzard. Experiments would seem to prove that birds which have little mechanical power to the gizzard are endowed with a notably active gastric juice.

Left to forage for themselves fowls will pick up sufficient grit to maintain the grinding power of the gizzard. If confined indoors or in a yard that is free from small particles of sharp stones, grit must be provided in hopper at all times.

This supply of "hen's teeth" is very important. Many troubles can be attributed to the neglect of this part of the diet. Sharp, angular, hard pieces of stone, about the size of a pea, are best. Round, smooth pebbles are virtually worthless; they have no cutting power.

When one considers the hardness of the outer coating of most grains and seeds eaten by chickens, it is easy to understand the need for plenty of sharp grit. Without grit a fowl is in much the same state of helplessness as the person or animal without teeth. The bird cannot prepare its food for digestion, therefore indigestion and kindred troubles result, and the fowl becomes poor and emaciated because it derives very little nourishment from the food eaten. In short, the food is wasted.

As the ground food leaves the gizzard and enters the intestinal tract, called the duodenum, it is acted upon by the pancreatic juice. This fluid is secreted by a gland called the pancreas, which lies parallel with the loop in the duodenum.

How the Food Is Assimilated.

Though very little is known about pancreatic digestion in birds, it seems to be a very important stage in the digestion of protein, starch and fat.

At about the same time the food is acted upon by the pancreatic juice it is also subjected to the secretions of the liver and other organs, which absorb and assimilate the available nourishing portions of the food. Those portions incapable of digestion or residue, pass into the lower intestines, where they become waste material and are excreted from the body. Crude fiber makes up a large part of this waste material.

Because of its indigestibility the fiber content of a poultry ration should be kept as low as possible. About 5

per cent is right. In addition to understanding the operations of the "digestive machinery," the practical poultry raiser should be able to detect the sick bird and to diagnose the ailment, either by external symptoms or by a post mortem examination. Then he should know how to prescribe for it, either by administering a remedy or by eliminating the cause, or both.

Frequently a simple trouble is allowed to spread and become a serious menace, simply because the attendant was not aware of its existence, or because he neglected to give it prompt attention. A quick, effective treatment is necessary to check any disease in its early stages and thus prevent an epidemic.

As a rule, it is not difficult to detect the ailing fowl, because it usually looks and acts strangely. Sometimes, however, birds die suddenly, without bearing any of the external symptoms of disease. In such cases an autopsy is necessary to determine the cause of death, especially in warm weather, because putrefaction commences early because putrefaction commences quickly, which impairs the examination.

To perform a post-mortem examination, lay the carcass back down on a table or box, with the head from you; pluck the feathers from the under side of the body, then slit the skin from the vent to the crop. First, to secure the carcass, it is a good plan to drive a small nail through the center of each foot and through the joint of each wing, spreading them apart to afford the most room for the operator.

When the skin is drawn back from each side of the breast bone, revealing the flesh, take a sharp knife and remove the breast bone; in other words, cut through the abdominal wall. This will expose most of the organs and intestines for observation. Be skillful in this work, so as not to butcher the body; for it is then impossible to note the true conditions.

As a further guide in making an accurate diagnosis, the examiner should be familiar with the appearance and colors of the organs of a perfectly normal fowl. Comparisons are then easy.

The examination should begin with the liver, since this is the most frequently diseased organ in fowls. Normally the liver is a rich chocolate brown color, free from spotted areas or discolorations. Fatty livers, indicating overfed fowls, appear light brown, and when cut the knife blade seems greasy.

Enlargement of the liver (hypertrophy) is manifested by a deep red color, engorged with blood, and firm under the knife. In cholera the liver is large and very dark red. In the disease called blackhead in turkeys, the liver has decayed spots which are yellowish-white.

Chicks which have died with white diarrhoea have livers which are pale in color and streaked with patches of red. If the liver is found to be covered with a chalky sediment, the bird has died with visceral gout.

Heart and Lung Indications.

While examining the liver, note the heart, the conical-shaped organ in the breast. It should be firm and free



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from excessive fat, evenly lobed. Above the heart are the lungs, which in a healthy state are spongy and pink in color.

If the heart is found distended with blood on one side and empty on the other, it is likely that the bird died of heart trouble. If the bird died as the result of an internal hemorrhage, one of the large blood vessels will be ruptured. Fatty degeneration of the heart is noted by an accumulation of yellow fatty tissue, and by a distension in the right side.

Healthy lung tissue will float in water. The diseased lung usually sinks. In pneumonia the lungs are congested or inflamed, appear dark and are more or less solidified. Whitish or yellowish nodules on the lungs indicate aspergillosis, a disease caused by mold spores.

The filaments of the fungus—mold—penetrate the tissue, causing inflammation and swelling, which obstructs the respiration. The spores or germs of this disease are usually introduced with moldy hay, straw or chaff that are given to the flock as litter. Not all birds are susceptible to it, mostly weak stock. The trouble is difficult to cure. Sometimes it is confused with tuberculosis, but as a matter of fact, the latter malady rarely attacks the lungs in fowls.

Fortunately, tuberculosis is uncommon among poultry. As a general thing it attacks the liver. Small grayish-white, pearl-like bodies which are hard to the touch, are found throughout this organ. Also, these tubercles may be found scattered over the web-like structures that support the intestines, and in the spleen, which is shaped like a horse chestnut and about the same in color.

There is no cure for this disease; therefore, when it is discovered, every effort should be made to eradicate it immediately, even if it is necessary to kill off the entire flock. The disease can be communicated to some other animals, but not to man. External symptoms are loss in flesh, paleness of the combs, sleepiness and diarrhoea. Toward the end fowls so afflicted are terribly emaciated.

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## NINTH ANNUAL VOYAGE, H.B.S.S. "NASCOPIE" INTO "THE BAY."

Carrying Civilization and Supplies Into Sub-Polar Regions Once A Year is Interesting, But Calls for Hardy Constitution, Says Master of Transport.

Carrying Civilization And Supplies Into Sub-Polar Regions Once A Year Is Interesting, But Calls For Hardy Constitution, Says Master Of Transport.

By CAPT. EDMUND MACK

Superintendent of the Bay Transport, in the "Beaver."

The steamer "Nascope," flagship of the Hudson's Bay Company's fleet of supply vessels operating in Hudson Bay, sailed from Montreal July 23rd, 1920, on her 9th annual voyage. Commanded by Captain G. H. Mead, the "Nascope" last summer and autumn steamed eight thousand miles into the ice-fested waters of the sub-polar regions and back, provisioning Hudson's Bay Posts in the Labrador, Ungava and "the Bay" districts, completing her round of duty with the return to St. John's, Newfoundland, October 18th.

Missionaries, police, government officials and explorers look to the annual voyage of the "Nascope" and the "Pelican" as their only means of transportation from Canada ports to the vast territories lying athwart the Arctic circle northeast and west of Hudson Bay. Such men—scores of whom are called by duty into the land where H.B.C. fur posts are the sole civic and commercial centres of a sparse and savage population—are carried thence by our ice breaking ships. And when their work is finished we bring them home again.

Each summer the "Nascope" and her sister ships victual the north against the rigors of another winter. They carry the comfort, sustenance, good cheer, letters and news of the great world "outside" to the brave men who stand guard at the Company's lonely outposts on the fringe of the Arctic sea. In winter they busy themselves in other waters until ice-locked straits which bar them from "the Bay" are open again or until the passage may yield to the "punch" of their armoured prows and steel-ribbed hulls.

In 1920, as in every other year that I have been with the "Nascope" on her round of duty in Eskimoland, men of the Company's service and throngs of natives at the posts strain eager eyes toward the horizon, watching for the first sight of "Nascope" smoke. As she swings to anchor for just once each year in each of these far off posts, men, women, children and dogs crowd the beaches.

Always is the welcome warm and hearts are light when our ship comes in. The H.B.C. ship and her crew are the perennial summer "Santa Claus" to these people in the land of the reindeer and polar bear.

The arrival at a Post is the signal for the beginning of hard labor—unloading food and wares for the Post; but into the period of our brief visit is always crowded a whole season of joy and merry-making. Eskimo women roll barrels and pack boxes from wharf to warehouse; everybody joins gladly in the work of unloading supplies.

Then as we weigh anchor, the people wave farewell and go back to their silent life, to work and wait, with accustomed stolidity, another day of joy and feasting when the "Nascope" shall again show her funnel above the green waters of "the Bay's horizon."

The passenger list of the "Nascope" on leaving Montreal, July 23rd, included the Eskimo murderer "Ouagwak" and his intrepid captor, Sergeant Douglas, R.C.M.P., who bore the long arm of British law into the Arctic regions last year in his search for the man-killing "huskie." A magistrate and three other policemen were members of the party escorting the murderer back to Chesterfield Inlet for trial.

Of our departure from the port of Montreal, Jack Doherty, second engineer of the "Nascope," and ship's poet, sings:

We sailed away at break of day,  
The sun smiled down as if to say:  
"Enjoy me now while you're the chance,  
For soon I'll hide my countenance";  
And sure enough next day the fog—  
Well, you'll see it mentioned in the log.

Captain Mead carefully nosed the steamer along through dense fog. For hours, near Cape Race, the blatan shriek of the foghorn came to us from

out the void, giving the Captain the location of the Cape. Stealing up the coast at low speed, we put safely into St. John's Newfoundland.

Here we took aboard Mr. Ralph Parsons, district manager of the H.B.C. Labrador District, and added to the "Nascope" bunkers her final supply of coal. Well did we know that every pound of steam power might be required to punch our big ice-breaker through the freezing straits of the Northland.

We cast anchor, July 29th, and sailed away to months of duty that were to be tinged with adventure at every turn and yet, withal, gruelling work. Again, we harkened to our: doughty engineer as he sings:

And then the ice gets in its grip  
A few days' uneventful trip  
Combined with fog; we plough  
right through  
Until Port Burwell comes in view;  
We strain our eyes—yes every man,  
But fail to see the "Pelican."

The harbor at Burwell was churning full of ice, in which it was almost impossible for our steam launch to make headway during the transfer of supplies for the Post. The unloading of a year's supplies was accomplished with great difficulty over the slippery ice. With "duffles" replacing shoes, however, the men were able to gain a footing on the ice and accelerate the task of removing cargo to the shore. And the second engineer, with light Gaelic heart, chants cheerily:

The cargo finished we start away,  
And plough through ice for all that day,  
We see a walrus and a seal  
Disport themselves—and scarce conceal  
Our glee, to fire a shot o'er water—  
To hit them is another matter.

We steam along for weary hours  
Through fields of ice, past icy towers,  
And scan the coast for our landmarks,  
Which you won't find upon the charts,  
And keep the cameras busy, too,  
Because there's nothing else to do.

Steaming into Lake Harbour (Baffin's Land), much to our astonishment we found anchored there the "Pelican," another of the H.B.C. supply fleet.

She was crippled, we learned having been rammed by an iceberg which wrecked a blade of her propeller. She had fortunately been gotten safely into Lake Harbour under sail, with the further assistance of the men of the Post and a motor boat.

The "Pelican," although now a veteran in the H.B.C. service, twenty years ago sailed the seven seas as a British man-o-war, sister ship to the famous "Condor." With her hull of heavy teakwood, the "Pelican" is well equipped for duty as an H.B.C. ice-punching supply vessel.

With the aid of reinforcements arriving aboard the "Nascope," Captain R. Burgner and Chief Officer T. W. Jones of the "Pelican" were enabled to effect repairs to their ship. And here Engineer Doherty chimes in with another stanza of his brave ballad:

A hurried council formed a plan  
To put new life in the "Pelican";  
They lightened and fowed her on the beach,  
Where at low tide the nuts they'd reach  
That held the broken parts of screw,  
Removed them and replaced with new.

The work was done, 'twas not a dream  
At night they worked by search-light's beam;  
But many an anxious hour they passed  
Ere she was safe aloft at last.  
As we had further on to go  
We sailed away while whistles blow.

The beaching of the "Pelican" was rendered extremely difficult and hazardous by the uncommonly great rise and fall of the tide in that region. The difference in the two levels is approximately forty feet. Several times at low tide, during the replacement work on her propeller, the

"Pelican" lurched perilously to starboard, as we had run her stern upon the beach at high tide and the receding waters left her suspended aft in a position which, without dry dock facilities, was hazardous to both ship and repairs.

Putting out of Lake Harbor on August 12th, the "Nascope" steamed for Wolstenholme. As the bard of our boat so aptly scans it:

Next Wolstenholme or "Eric Cove,"  
A place with which we're not in love;  
The harbor's open to the sea;  
On either hand high cliffs you see;  
The Post lies snuggled in the valley,  
Down which winds blow continual-ly.

While anchored at Wolstenholme, a nasty blow came on when we were busy with transfer of cargo, towing in the supplies with lashed boats behind a steam launch. While making a trip from shore back to the "Nascope" the heavy gale broke the lashed boats from their hitched to the launch and flung them upon the stony beach in sorry wreckage. The crew endeavored to salvage the boats and waded the icy waters until numbed with the cold. Night came on and still we labored at the wreck by the beams of a searchlight.

On the following day some of the crew again waded into the breakers and spent some hours in a final desperate attempt to get the cargo boats off the rocks. They were compelled to abandon the lashed boats eventually to the further fury of the waves, though they succeeded in salvaging the steam launch.

August 16th, according to the log, was the date we sailed from Wolstenholme, bound for Coat's Island with the schooner "Nannuck" (White Bear) in tow. The "Nannuck" was to redistribute the supplies allotted her from our cargo to the outposts of the Company among the Eskimos of that district. The "Nannuck" is skippered and manned by the Company's Eskimos—and ably handled by them under all circumstances.

As our versatile engineer muses now in satirical vein:

"Nannuck" is dropped at Coat's Island bleak—  
A lonelier spot would be hard to seek—  
But such like trials will men incur  
When they go out in search of fur.  
On woman's dress a part will go,  
But not for warmth—just for show.  
And then romps on with rhyme in cheerful tune:  
So now at last we're southward bound  
To a little spot in Charlton Sound;  
We steer our course past rocks and shoals  
And try to find the deepest holes,  
Past islands called the Bear and Twins.

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Manufacturing Chemists, Montreal

With nerves on edge like needles and pins.

But sounds a note of wild alarm:

Till Western Island we draw near.  
A reef extends for miles from here,  
Which for the unwary forms a trap,  
It is not marked on any map;  
With ease the ship a hurdle jumps.  
And the cook exclaims, "What ho, she bumps."

Arrived at Charlton, August 21st, says the log. Here I left the ship and proceeded to Moose Factory to inspect the Company's schooner "Fort Churchill," which was lying in there. At Moose I found that the mechanical science of civilization had sailed into this first outpost of the wild north in the form of a hydroplane of the Ontario Government. Before the airman took flight for the south I mailed letters home to Montreal via his plane, this mail going out in 24 hours, whereas, ordinarily, twelve days are consumed.

Receiving aboard a new passenger, Dr. R. B. Stewart, of the Indian Department, September 1st, we steamed for Churchill. One of those dense fogs which had troubled us for a large part of the voyage, cast a pall upon the coast as we neared Churchill anchorage, completely obscuring the two forts of the Company which, in fair weather, are distinguishing landmarks of the historic place.

For three days we hovered off the port, unable to navigate the "Nascope" to her accustomed berth at Churchill.

At last the great fog lifted and, as the second engineer records in his inimitable way:  
At last we enter and clear the bar;  
It's the most dangerous harbour here by far.

We anchor in a certain place  
Just clear of that mad river's race;  
Its current runs at quite eight knots,  
Even at half, it's swift in spots.

Forthwith the year's supplies for  
(Continued on Page 5)

RETURNS TO STAGE



Madge Kennedy, famous moving picture star, has returned to the speaking stage. Miss Kennedy recently secured a big hit in her first play, "The Girl in the Red Dress," which she starred. Her favorite were comedy dramas, and although she is now featured in a detective play called "Curious" as still retains the role of a comedienne. "Curious" is based on the theme of the old fashioned melodrama, and critics say that it is one of the best plays yet produced. Miss Kennedy plays a dual role.

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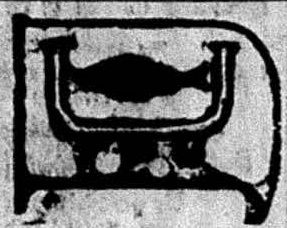
# The Evening Advocate.

The Evening Advocate. | The Weekly Advocate.

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("To Every Man His Own")

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ST. JOHN'S, NEWFOUNDLAND, SATURDAY, JAN. 8th, 1921.

## OUR OUTPORT CORRESPONDENTS.

We are glad to note that our outport correspondents are beginning again to send along items of news from their localities. Busy times are over for a while and they now have time and opportunity to write, and we hope that we shall have even more letters than former years. Every effort will be made to print the letters as soon after receipt as possible and correspondents are asked to state plainly whether the letter is intended for the *Weekly Advocate* or the *Evening Advocate*. Write on one side of the paper only, in ink and as nearly as possible, giving your real name though it will not be published unless you wish. Let each place vie with each other to send in weekly news and so make the *Advocate* a connecting link between the towns all over the country.

## F. P. U. ENTERPRISES.

Travelling Delegates will shortly get on the road to visit the various Councils, give addresses on the work of the Union and solicit new capital for the enterprises of the F. P. U. The fishermen realize that if they want to get goods at the lowest prices they must provide the Trading Company with plenty of capital to keep up the stocks. It is far better for the fishermen to take interest and profit on their investments than it is to pay interest to an outsider. The splendid condition of the property of the F. P. U., the fine premises and facilities for handling business, all these things are ready to make 1921 just as good a year as those which have passed. With prices that are gradually coming down, and which will make for stable conditions sooner or later, business will revive and people will have confidence in buying and carrying on their regular trade.

The hesitation in buying has brought unemployment and depression in its train, and consequently the sooner prices get firm the better for all. The depression wave has struck other countries much harder than it has Newfoundland, and a steady pull altogether will take us clear of the breakers and out of danger. It is for each one to do his share in keeping business going; the policy of "doing without" if carried out too scrupulously can easily do more harm than good.

## NO APPREHENSION FELT.

The Bank of Montreal statement which appeared yesterday in our columns contained a few remarks about Newfoundland. Its studied comment on the industrial conditions was followed by the sentence: "THE FINANCIAL POSITION OF THE DOMINION (NEWFOUNDLAND) IS SOUND AND NO APPREHENSION IS FELT FOR THE FUTURE." That statement would not have appeared in such an important document as the Bank of Montreal's annual statement if the Bank did not know that it was the absolute truth. And being the Bank which carries the accounts of the Government of Newfoundland, the statement has an added importance that increases its value.

We have had warnings in plenty from the Tory organs that the country's finances are, if not "shaky," verging on that condition. A lack of confidence has been engendered by our "Blue Ruin" contemporaries and the effect has been disastrous to some. The statement of the Bank of Montreal that "the financial condition of Newfoundland is sound and no apprehension is felt for the future" is a timely comment that should have a far-reaching effect not only here but in the neighbouring Dominion of Canada.

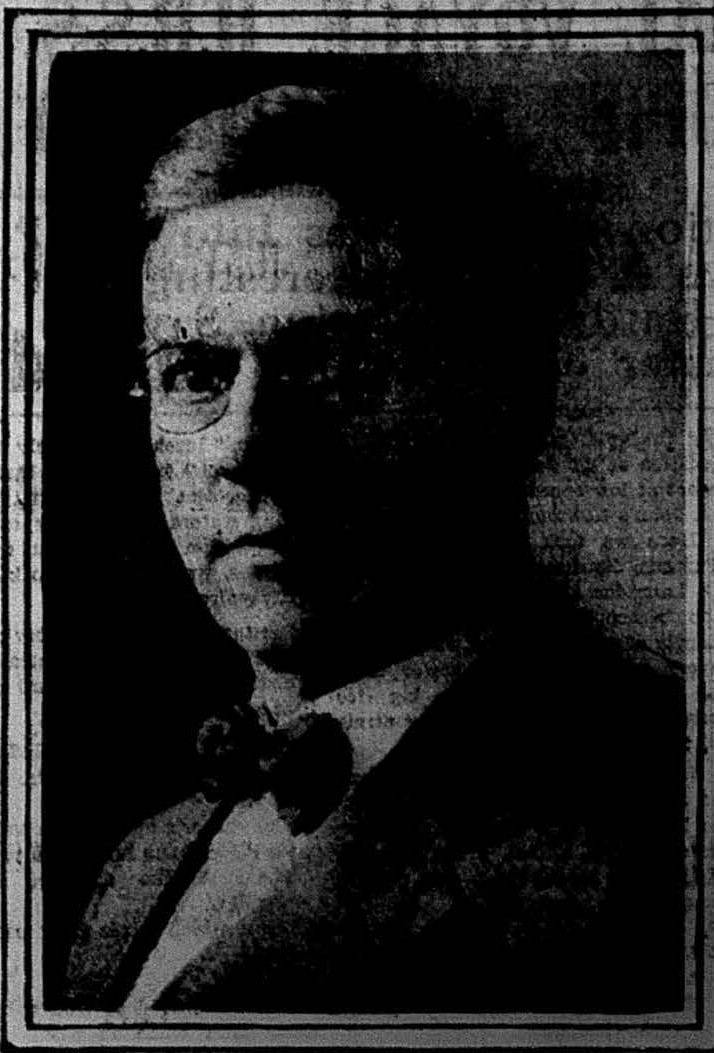
Newfoundland will come out of this world-wide depression as smartly as she has come through other crises in her history, and all loyal sons of the Colony will put their shoulders to the wheel of Progress and keep it moving.

## THE GRAND JURY

The following Grand Jury were sworn in this morning for the opening session of the Supreme Court: Geo. Walters, Geo. Wells, Henry Wyatt, Alfred McNamara, Foreman; Wm. John Bates, Wm. J. Campbell, Law-

Carnell, James C. Parsons, Joseph Peters, David P. Duff, Anthony Toon, John H. Taylor, Wm. J. Miller, David Dempsey, H. J. W. Bradley, Geo. Walters, Geo. Wells, Henry Wyatt, Alfred McNamara, Foreman; Wm. John Bates, Wm. J. Campbell, Law-

## WHY BANKS FAILED IN NORTH DAKOTA.



O. E. Loftus, State Bank Examiner for North Dakota, declares that crop failures, together with depreciation in lands and the holding of wheat by some farmers for higher prices, are responsible for the failure of many banks throughout the State. Many of the farmers had no funds to meet their obligations at the banks. The banks, due to the depletion of their reserves, had to close their doors.

## MOUNT CASHEL

The Christian Brothers, Mount Cashel beg very gratefully to acknowledge the following Xmas donations.

\$100.00.—Sir M. P. Cashin.  
\$50.00.—Messrs. Rothwell & Bowring James J. Parker.  
\$40.00.—Jas. J. Cash.  
\$25.00.—R. A. Brehm.  
\$20.00.—Garrett Byrne, James Baird Ltd., Patrick McCrudden.  
\$15.00.—W. J. Ellis.

\$10.00 Each.—W. R. Howley, W. A. O'D. Kelly, J. J. Tobin, Sir P. T. McGrath, John Coady, A. Friend, John Barron, Judge Johnson, A. Friend, James J. Buckingham, James Haw, Bert and Jeff Carnell, M. W. Myrick, M. and Mrs. H. Bartlett, Edward Kennedy, W. P. Shortall, Wm. King.  
\$5.00 each.—Hon. T. Cook, H. W. LeMessurier, W. J. Carroll, Moore & Co., W. B. Clouston, L. E. Emerson, A. Friend, W. J. Higgins, W. Comerford, Judge Morris, Mrs. J. C. Jardine, Judge Kent, James J. Power, J. J. Healey, Mrs. L. Gearn, Mrs. Hamilton, Mrs. John Curtin, Mrs. Thomas Coady, (Mrs.) Mrs. A. Mitchell, Dr. M. Power.  
\$3.00.—Mrs. Martin, (White Hills).  
\$2.00 each.—Mrs. Meehan, Miss Power, Miss O'Keefe, Mrs. T.M. White, Mrs. Edens, Mrs. O'Flaherty, Mrs. O'Driscoll, Masters Rex and Harry Renouf, Lieut. Charles McGrath.

QUARTERS BEEF:—(2) R. H. O'Dwyer, M. O'Regan, John and Cyril Fox, Hon. J. D. Ryan, F. J. Connors.  
BILLS, APPLES:—Geo. Neal & Co., Mrs. John Henderson, Hon. H. J. Brownrigg, Charles Hutton, Hon. D. A. Ryan, Wm. Whittle.

BARREL APPLES & BOX SWEETS.—Mrs. Cotter.  
BOXES TEA:—M. J. Summers Fitzgibbon & Co., Meehan & Co., P. C. O'Driscoll, Ltd.  
BOXES CANDY:—A. T. Wood, Mrs. Hiscock, Miss A. McEvoy, Ayre & Sons.

HAMS:—(4) W. F. Kenny, Mrs. Dr. Keegan, Royal Stores, Bert and Fred McNamara.  
Wm. McGrath, Box Apples; J. J. Sheehan, Fitch Bacon; W. J. Ryan, Turkey; B. Bowering, Goose; Miss Wadden, Fancy Soap; Standard Manufacturing Co., Soap; Mrs. Bally, (Tremont), Box Biscuits; Estate W. M. Blake, per Mrs. Bally, Box Biscuits; Wm. O'D Kelly, Tin Biscuits; Miss A. Walsh, Case Oranges; Mr. T. M. and Mrs. Murphy, Sweets; C. P. Egan, Brl. Bread; Geo. F. Kearney, Biscuits; John J. Fenelon, Groceries; Miss May Kennedy, Biscuits Mrs. Smythe, Two Boxes Biscuits; Robert S. Farlong, Sweets; W.B. Clouston, Soup Tablets; Geo. T. McGuire, Sweet Cakes; Furlong Brothers, Sweet Bread; F. B. Wood, Box Sweets; N. J. Vinicombe, Box Sweets.

George Carroll, Wm. McLeod, Robt. E. Ivany, Thos. H. Stevenson, Walter Smallwood and Thomas Garland, The jury were addressed by His Lordship the Chief Justice and were informed that there was no business to engage their attention at present. They will make the usual visit to the institutions and report their findings in due course.

## FOR THE POOR

A Committee of Ladies and Gentlemen are now actively engaged in promoting a Grand Charity Dance the proceeds of which are to be devoted to the purchase of coal for the poor. The dance is to be held on Tuesday, January 18th, in the C.C.C. Hall and we understand that the owners of the Hall are making no charge, nor is the band who will provide the music; the newspapers also have agreed to contribute of their space for announcements etc. The tickets will be \$2.50 double and a big sale is expected. That the public will patronize such a deserving object goes without saying. Keep January 18th open and be there!

The Ladies' Committee are asked to meet in the C.C.C. Hall on Friday next at 4 p.m. to discuss arrangements.

## SAGONA MEETS ICE

(Western Star.)

The S. S. Sagona, Capt. Tavenor, arrived from Straits of Bell Isle on Thursday evening, having been north as far as Peter's Island. The Sagona made all Newfoundland ports going north, the wind being easterly kept the coast clear of ice. Upon reaching Flower's Cove the wind veered around from the westward which cleared the Labrador side of the Straits thus enabling the ship to get north about fifteen miles beyond Henley Hr. where heavy slob ice was met with which prevented her reaching Battle Hr. Upon the return trip the ice was heavily packed on the coast from Flower's Cove to Brig Bay and extended about six miles to sea. The captain regretted being unable to get in on that part of the coast as Magistrate Wilton had landed there going north and was waiting for the ship's return. It is hoped that with a change of wind the Sagona will be able to reach that part of the coast on the trip this week.

## L. O. B. A.

The Annual Installation of Officers of Davidson Lodge, took place in the Oddfellows Hall on Thursday evening last. The report as read showed the Lodge to have had a most successful year. The following Officers were afterwards installed by Past Mistress Ruby assisted by Sister B. Buchanan. Installing D. of Ceremonies, Sister Newport. Installing Chaplain and Bro. Sterling. Installing Secretary, Worthy Mistress—Sister M. Hann. Dep. Mistress—Sister E. Mercer. Chaplain—Sister M. Pippy. Rec. Secty.—Sister R. England. Fin. Secty.—Sister L. Parsons. D. of Ceremonies—Sister M. Calnes. 1st. Lec.—Sister M. Noseworthy. 2nd. Lec.—Sister M. Hynes. 1st. Committee Women—Sister E. Mitchell. Inside Guard—Sister M. James. Outside Guard—Bro. J. Chafe.

CORK, Jan. 7.—The military court found yesterday that Rev. Brother Finbarr Darcy, of Twyford Abbey Nursing Home of London, who was killed in the course of a military raid on the Imperial Hotel Wednesday morning, was shot by the military in the execution of their duty.

## SEE OUR EXHIBIT

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Jan. 3.21

## A FINE VESSEL

(Western Star.)

One of the finest and best equipped vessels that has ever visited here, particularly for herring cargo, is the Roxana Burton, owned and commanded by Capt. John Burton, formerly of this place but now of North Sydney. The Roxana Burton is a three masted vessel of the bonnet rigged style. She is 202 tons gross or about 130 tons nett, and is fitted with two C. O. Fairbanks engines of 60 h.p. each which give her a speed of from 8 to 9 knots an hour. She is also fitted with electric light, which is operated from another engine specially for that purpose and a storage battery of 16 cells. Her pumps, anchors, sails and hoisting apparatus are all operated by gasoline engines. The Roxana Burton was built at Waymouth, N.S., under the supervision of Capt. Burton, and was launched last July. She is a very substantial looking craft and cost over sixty thousand dollars. Her cabins are finished in birch and she is fitted with lavatory, wardrobes and state-

rooms. She will carry about fourteen hundred barrels of frozen herring, and proceeded to Middle Arm on Friday to begin loading for J. T. Thorne.

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## COAL FOR THE POOR

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## CAN NOW EAT PORK AND BEANS STATES THIS HALIFAX MAN

**J. Murphy, Aged 76, Says He Knows From Experience That Pork is Good For Old Folks, Too.**

"You can tell them that Tanlac is the right medicine for old folks, too, for I have tried it and it has done me more good than everything else I ever took combined," was the statement made by John Murphy, of 46 Charlotte St., Halifax, while at Kinley's drug store recently. Mr. Murphy is now seventy-six years of age and a life long resident of Halifax. He is employed as night watchman by the Halifax Tram Co.

"For a long time I have been troubled with indigestion and took a great deal of medicine. Everything I would eat distressed me. Food felt like a lump in the pit of my stomach and caused me to bloat all up with gas and I felt sick at my stomach nearly all the time. I had no appetite and the more nourishing foods, like beans, fat meat and things cooked in grease I could not eat at all.

"I also suffered with severe pains in the small of my back. I had frequent headaches and was terribly nervous all the time, and could never sleep well. Last August a friend of mine told me of the fine results he had gotten from Tanlac, so I started taking it, too, and it has done me a world of good.

"It gave me a great appetite and fixed my stomach up so I can eat three good meals a day, including pork and beans, and fatty foods that I would not dare eat before. I am no longer troubled with the pain in my back and I sleep better. I have taken the 'Laxative Tablets' along with the Tanlac and have been helped wonderfully in every way. I am still taking a dose or two a day and it keeps me in good trim. Tanlac will always get a good word from me."

Tanlac is sold in St. John's by Mr. Connors, in Musgrave Harbor by T. W. Currie, in Joe Batt's Arm by Michael Hackett, in New Brunswick by C. Green, in Point aux Gauls by Edgar Hillier, in Dildo by Samuel J. Pretty, in Glovertown by Daniel Burton, in Old Perlican by Moses Bursey, in Lewisporte by Urah Freak, in Holyrood by William Coady, in Morton's Harbor by A. W. Brett, in St. Brendan's by Wm. F. Hynes, in Bonne Bay by Butte Bros., in Brent's Cove by Jeremiah A. Sullivan.

### S. OF S. PARADE

The Golden Jubilee parade of the Star of the Sea Association will be held to-morrow when the Society will attend High Mass at St. Patrick's at 10.30. The turn out is expected to be the largest in the Society's history as every member who can possibly do so, will attend. Sleighs have been provided for the older members who have expressed the desire to participate in the fiftieth annual parade of the Star Association. The unfortunate destruction of the Hall, has of course, necessitated the abandonment of a great deal of the program previously arranged but the members are determined to make up for this in other ways. The C. C. C. Band will head the parade.

### T. A. JUVENILE TREAT

The lady friends of the T. A. & B. Society held a meeting in the T. A. Armoury last evening to discuss arrangements for the annual Juveniles' Treat. The date on which the treat is to be held was not decided upon as another meeting takes place shortly when matters will be finalized.

### GLENCOE'S PASSENGERS

The S. S. Glencoe arrived at Placentia at 6.50 p.m. yesterday from the South West Coast, bringing the following passengers in saloon: W. Carey, M. H. Findlater, J. Harris, J. Murray, Capt. Edgcombe, S. W. Brazill, Miss Bishop, Miss H. Cheesman, F. W. Knight, Miss W. Flynn, Miss N. Reddy, C. Rose, J. Sheppard, C. Levitz, H. Tarrant, Mrs. L. Pope, Miss Brine, Miss A. Cheesman, W. A. Brown, Miss B. Leonard, Miss A. Flynn and D. Cross. The passengers will arrive by the regular Placentia train today.

## CHILDREN ENTERTAINED

The Children of the members of St. Andrew's Society were given a treat yesterday afternoon by the members assisted by the Ladies' Auxiliary.

Stormy weather somewhat interfered with the attendance but, nevertheless some 60 children were present. An enjoyable programme had been arranged and during the afternoon the youngsters had a delightful time, the fun being added to by the appearance of Charlie Chaplin on the scene, in the person of Mr. F. Bussey. At 5 o'clock the gathering sat down to a nicely prepared tea provided by the Ladies' Auxiliary and the remaining hours of the evening were spent in further games, dances etc., till 9 o'clock when the singing of the National Anthem brought the entertainment to a close. Before the children departed each was presented with a bag of cake, candy and fruit.

The Society and the Ladies' Auxiliary are to be complimented on the excellence of the treat.

### MISSING VESSELS

The Danish schooner Rosentlem which left here in November for Herring Neck to load codfish, for market has not been reported since being sighted by the Digby about two weeks ago 70 miles off this port and grave fears are now entertained for her safety.

The General Horne is also unreported. This vessel is owned by S. Harris Ltd. is crewed by all Newfoundlanders and left Catalina on Nov. 20th, for Change Islands. Since that time the North Atlantic has been swept by many storms but it is quite within the limits of probability that both vessels have been driven off and that their crews will ultimately be heard from.

### HELD SOCIAL

The members of St. Mary's Sanctuary Guild held an enjoyable Social in the Parish Hall on Twelfth night at which some sixty persons were present. Games and other amusements were indulged in till midnight when a splendidly prepared supper was served. The evening was voted by all a most enjoyable one and it is to be hoped the Guild will have many more such during the season.

### KYLE'S PASSENGERS

The S. S. Kyle arrived at Port aux Basques, at 6.25 p.m. yesterday, bringing the following passengers: J. M. McLean, C. H. Palmer, Mrs. M. Puddest, E. Curtis, John Curtis, P. Simon, J. Simon, J. Willis and B. Brazill. The train left Port aux Basques at 8 o'clock last night and is due early tomorrow morning.

Jas. J. McGrath,  
T. Scanlan McGrath.

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Jan 4, 61 mon. fri. sat

**We have a few barrels of MORRIS'S SPARE RIBS (Back Half Sheets) in stock.**

**HARVEY & CO., Ltd.**

## PERSONAL

Mr. and Mrs. J. S. Ayre left by the Sable I. enroute to Canada.

Mr. and Mrs. Harry Archibald of Hr. Grace arrived in the city last evening.

Mrs. J. D. Henry of Port Saunders who is a guest at the Balsam, leaves for England by the next outgoing steamer.

Mr. J. M. Dodge, of the U.S. Shipping Board, who was visiting this city in connection with the disabled steamers now here, returned to Halifax by the Sable I. last night.

Mr. C. A. C. Bruce, local manager of the Canada Life Assurance Co., left by the Sable I. enroute to Toronto to attend the annual general meeting of the company. Mrs. and Master Bruce accompanied him.

Capt. Anonson of Hr. Grace, formerly of the Hr. Grace Shipbuilding Co., has received a message conveying the sad news of the recent death of his brother Mr. Balser Anonson in Norway.

## "PROSPERO" FROM NORTH

The s.s. Prospero, Capt. Field, arrived from the Northward at 8 o'clock this morning after a very stormy trip, particularly on the return, when she was held at Bonavista for more than twelve hours by a north east gale and snow storm. She went as far north as Quirpon and encountered no ice whatever, with the exception of a few strings of slob in one or two of the bays. The Prospero brought the following passengers:

Messrs. Anesty, Akerman, Robertson, Simms, Payne, Rd. Nolan, Coles, Gill, Bourne, Norris, Wellman, Guy, Young, Winsor, Barbour, Kean, Sheppard, Paddy, Hoterkins, Field, Green, Ryan, Smith, Parsons, Smith, Young, Mesdames Smith, Ash, Coles, Eriksen, Misses White, Smith, Rideout, White, Somerton, Eriksen. And tend in steerage.

### BIG FALLING OFF

The police have remarked that there has been a considerable falling off in the liquor traffic since the New Year came in and this is substantiated by the fact that during the past week only one drunk has appeared before the Magistrate. Whether this is due to lack of money or short supplies of liquid refreshment or yet to turning over new leaves, it is difficult to say.

Owing to the fact that the Rev. Dr. Curtis is suffering from a severe cold, his address on Brotherhood to the Wesley Adult Bible Class is postponed until the following Sunday, Jan'y 16th.

## LOCAL ITEMS

The express is due at noon to-morrow.

A message received last night stated that the crew of the Euphrates had left New York by the Rosalind.

The fat, hot spark from Reliable Batteries puts additional power into every charge of gas. dec23,301

The Princes Rink was not open for skating last night owing to the poor condition of the ice.

The local train from Carbonear arrived at 9.35 last night, having made one of the best runs for the season, in spite of the heavy snow fall along the line.

The Street Car line which was partially snowed up yesterday as a result of the days storm, was cleared early last evening and the cars were operating as usual around the belt line.

**PILES**  
Do not suffer another day with itching, bleeding, or protruding piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and afford lasting benefit. See a box of all dealers of Edman, Bates & Co., Limited, Toronto. Sample Box free if you mention this paper and enclose 2c. stamp to pay postage.

Soot lighting in one of the chimneys at the Colonial Building shortly after noon yesterday resulted in a call being sent to the Central Station whose apparatus as well as that of the Eastern Station turned out. The blaze was extinguished, however, with the aid of a few buckets of water.

A city tradesman who has been before Court on many occasions of late was charged with being drunk. His condition was such that the Judge decided to keep him in custody and have him given medical attendance. A breach of the street traffic regulations was postponed.

### SUCCESSFUL DANCE

The postponed C.C.C. Band Dance held in their Hall last evening lost nothing of the success anticipated for it by the postponement. The number of dancers was large, the music provided by the band under Capt. Bulley was of the highest order and the programme one which satisfied all present. A delightful supper was served by the lady friends of the band and altogether the affair was most enjoyable.

### COLONIAL LODGE, I. O. O. F.

The installation of the officers of Colonial Lodge, No. 135 took place in the Lodge Rooms last night, when the following officers for the coming term were installed by D.D.G.M. Edward Spurrell, assisted by Bro. J. C. Phillips as Grand Marshal, Bro. G. T. Phillips as Grand Warden, Bro. N. McLeod as Grand Secretary, Bro. H. Carey as Grand Treasurer and Bro. A. Alcock as Grand Chaplain.  
N.G.—Bro. A. M. Waterfield.  
V.G.—Bro. R. H. Tait.  
J.S.—Bro. R. W. Ritce.  
F.S.—Bro. E. Warren.  
Treasurer—Bro. R. Morris.  
Conductor—Bro. E. Ebsary.  
Chaplain—Bro. G. Nunn.  
R.S.S.—Bro. H. Johns.  
L.S.S.—Bro. W. Frampton.  
R.S.N.G.—Bro. H. C. Carey.  
L.S.N.G.—Bro. W. Thompson.  
R.S.V.G.—Bro. A. Gooby.  
L.S.V.G.—Bro. S. Skeffington.  
I.G.—Bro. J. Tucker.  
O.G.—Bro. R. Powell.

After the usual congratulations which were of an exceedingly high order, the brethren retired to the banquet hall and enjoyed a repast till the wee sma' hours.

## SHIPPING NOTES

The Portia left LaPolle early this morning coming east.

S. S. Lake Flushing sailed for New York yesterday afternoon.

The schr. Queenie B. sailed this morning for Alicante.

The S. S. Sable I. sailed at 11.50 last night for North Sydney.

Schr Gordon Tibbo is loading herring at Bay of Islands for Halifax.

Shore boats fishing on the West Coast are reported to be doing well, getting two and three quintals daily.

The steamer Stella Maris has made her last trip between Halifax and the West Coast for the season.

A full cargo of general freight awaits shipment to points north by the Prospero sailing next week.

Schr. Miriam H. Capt. W. Doyle, is now ready to sail for market and will likely get away this evening.

Schr. Cecil Jr. has sailed from Twillingate for Malaga with 5,425 qtls. codfish from W. Ashbourne.

The steamer Ranger and schr. Jean Campbell are on Dry Dock undergoing repairs.

S. S. Terra Nova, Capt. C. Taylor, will sail for Sydney shortly to load coal for the sealfishery.

Schr. Saxona has sailed from Wood's Island for New York with a herring cargo from W. F. Thorne.

The Rosalind left New York at 7 o'clock this morning for here via Halifax.

The Sackem arrived at Liverpool on the 6th and will sail from there about the 15th.

The steamer Ranger will shortly come here for her annual cleaning up and her place on the Cabot Strait route will be filled in the meantime by the Sagona.

The Sagona which is now at Port aux Basques goes to Sydney with a cargo of herring which she loaded at Curling and from there will take up the Cabot Strait route.

The S. S. Patria which took 33,000 qtls. codfish from here, most of which was discharged at Alicante, has arrived at Piraeus, Greece, according to a message to the Fisheries Dept.

### NORTH WELL PROVIDED

From persons arriving by the Prospero this morning we learn that the people of the north are well provided for the winter months. In White Bay, whence early in the season came stories of insufficiency of food supplies, there is now, thanks to the action of the Government and the interest taken in his constituents by Mr. Scammell, the popular representative of the district, there is "peace and plenty." In pursuance of the arrangement made by the Government to allow the exportation of pulpwood, as a means of avoiding possible want in certain sections of the country, contractors who had undertaken to cut timber during the winter had almost the load of the Prospero of provisions sent to White Bay and the people of the Bay are now at work in the woods cutting logs for shipment in the spring. One of our informants said that in regard to food supplies, White Bay was never better off than it is this winter. The same thing applies to the rest of the shore from Canada Bay to the Straits.

## MYSTERIOUS DEATH OF NEWFOUNDLANDER

Police Believe Man Met With Foul Play.

GLACE BAY, Jan. 3.—With a fractured skull, his left ear partly torn off, and the left side of his body badly bruised Richard Miller, a miner employed at Dominion No. 2 Colliery was found dead at the central banking station by a foreigner about 6 o'clock Saturday evening.

The foreigner had gone to the banking station from his shack nearby to get some coal, when he noticed the body and he immediately notified the police.

The place where the body was found was underneath the trestle where the coal is banked and about 200 feet from the end of the trestle.

The trestle at the particular place where the body was found would be about forty or fifty feet high and the position of the body when found would indicate that the deceased was walking at the top of the trestle and had fallen through.

### Was It Foul Play?

Whether the deceased man had met foul play and had been put there or whether he was walking on top of the trestle and had fallen through, the occurrence must have taken place on the night previous as one side of his body and left hand when found was badly frozen.

When the police arrived on the scene they immediately called Dr. E. O. McDonald, who made an examination of the body and then had the remains moved to the undertaking rooms.

Yesterday Coroner Ogilvie empanelled a jury and after examining the body, the jury went to the place where the dead man was found. The jury went over the ground very carefully, but owing to the slight snowfall of yesterday it was pretty hard to distinguish if there were any blood stains other than where the body was found.

The only evidence that the deceased had probably met foul play was found about fifteen feet from where the body was found, when a club about three feet long and about two inches in thickness was picked up by the jury-men.

There was no blood or hair on the stick, but at one end was very wet, due to snow.

### Came From Newfoundland.

The deceased was an inoffensive man. He came to Cape Breton from his home in Newfoundland some few years ago.

When found there were four dollars in his pockets, besides a watch in his vest pocket. Besides having a fractured skull, his face when found was completely covered with blood, but this the police say would probably be caused by the fall. Other than the blood on his face, no cuts were to be seen.

The last time the deceased was seen alive the police at present do not know, but it is said he was down town during the day and had paid some bills that he owed a couple of merchants in town.

### EXCHANGE

Sterling:—  
Buying 60 days 4.13; sight 4.18.  
Selling 60 days 4.19; sight 4.24.

American:—  
Selling 16 1/4; buying 15 1/4, against Jan 8, 21  
selling 17 and buying 16 yesterday.

S. S. Sable I. did not get away for North Sydney till after midnight.

## SUPREME COURT

Present: Full Bench.

The North American Scrap Metal Co. vs. The Nfld. Furniture & Bedding Co. (C. L. March.)

Judgment was entered for the plaintiff in claim, costs to be taxed. Judgment was given for the defendant in counter claim \$100, costs to be taxed. William E. Cameron vs. John G. Foote. Mr. Fox for plaintiff moves for judgment.

Mr. Hunt consents to judgment for injunction and \$5 damages which plaintiff accepts. It is ordered accordingly.

Henry W. Dickenson, Respondent, vs. Franklin Agencies, Ltd., Appellant. Mr. H. A. Winter, for appellant, moves for a day in February.

Mr. Hunt, for respondent, consents. It is ordered that the hearing of this appeal be set for Feb. 1st. The court adjourned till Monday.

## CHILDREN

of all ages may be admitted to the

## CHILDREN'S HOSPITAL

on King's Bridge Road. m.w.f.t.f.

## NOW LANDING.

Ex Schooner "Dorothy Melita." 171 Tons  
**Best North Sydney COAL**

And due to arrive in a few days two small cargoes AMERICAN ANTHRACITE.

M. Morey, & Co., Ltd.

## TRUCKMEN

The Quarterly Meeting of the Truckmen's Union will be held in the L. S. P. U. Hall Monday, Jan. 10th. A full attendance is requested.

By order,  
M. POWER,  
Secretary.

Jan 7, 31.

## W. P. A.

The Annual Meeting of the Women's Patriotic Association will be held in Grenfell Hall on Tuesday afternoon, the 11th inst., at 3.30 o'clock. The Election of Officers for the ensuing year will then take place.

MARY MACKAY,  
Hon. Secretary.

WANTED—General servant, Apply to Mrs. W. Carnell, 4 Freshwater Road, City. Jan 6, 21

## Government Railway Commission

## Bonavista Branch Railway

Passengers for points on the above Branch will connect by joining trains, leaving St. John's at 1 p.m. on Tuesdays, Thursdays and Saturdays

## Government Railway Commission

## Fire Insurance Car & General Insurance Corporation, Ltd.

Guaranteed by the Royal Exchange Assurance. ASSETS EXCEED \$47,000,000.

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